SOBER SENSE.

There is much truth, says the Journal of Commerce, in the annexed communication, which Northern men would do well to ponder. On the other hand, it contains some things which are strongly stated-perhaps over-stated. We are not to be considered as endorsing it all.

FOR THE JOURNAL OF COMMERCE. "Judge not, that ye be not judged; for with what judgment ye judge, ye shall be judged."

This sage counsel of Divine revelation is not generally held to be of universal application by any of us. On the contrary, we are all too ready to judge every body else-often without testimony, without inquiry, and without charity.

Who is responsible for slavery at the South, for which Southern men are so constantly, and so unjustly and unsparingly abused?

Did the South send their ships to Africa to rob and plunder its inhabitants-to make merchandise of human souls-to steal their fellow-men? Did they make their gains by human traffic? They have often been charged with it-but all charges are not true. Who charges it? Northern men, Northern editors, in every free State, with a few splendid exceptions. And well might the words of the prophet to the guilty King of Israel be retorted upon them, as a people, "Thou art the man." It was Northern men who imported the slaves-it was they who were guilty of all the excesses of cruelty, the very reference to which produces an involuntary shudder of humanity. They originated the evil, from base motives of avarice—they continued and enlarged is by myriads, under the most excessive cruelty-and they would now cast the odium, as they have long since done the responsibility of their criminality, apon Southern people.

They would cut them off from law and gospel, and refuse them the civil rights and privileges for which Southern men, as slaveholders, have always largely contributed, whether with treasure or with blood-and which they themselves have solemnly guarantied to them by solemn compact-an instrument they all profess to reverence, but from the obligations of which they begin to desire absolution.

If Northern mess originated and enlarged the evil, what have Southern men done towards these unfortunate beings? They took them from the bloody hand of Northern menbarbarians, full of ignorance and obstinacy, unfitted for any useful employment, unaccustomed to the use of any instrument of industry, unable to understand or to speak any language common to both parties; they clothed and fed and instructed them; they gave them houses to live in, food to eat, and clothing to wear; and they taught them to labor; they gave them religious instruction, and the blessings of civilization; they have set hundreds of thousands at liberty, (till the number so freed became a nuisance, and was necessarily restrained by law;) their physical and social condition has been in a constant state of amelioration from the moment they came under Southern influence-it has been always onward, and moves impeded but by the wanton, reckless, and unjustifiable interference from Northern men; and their present condition, though not what it would have been had they been of a different race, or what the South could wish it to be, is yet infinitely superior to that of their fellows left in Africa, or to the free colored people in the free States, and very much above the laboring peasantry of civilized Europe generally, or of the working classes in Great Britain. A comparison is challenged; and Northern men and Europeans who have visited them and inspected their condition, shall be the judges. But if every instance referred to in all the abolition papers for the past thirty years were combined, and all true, and multiplied by its own quantity, it would not equal in degree the sufferings endured on a single slave ship in a single passage across the Atlantic, under Northern men, and of which Northern men were the authors. Who, then, has done them the most evil? Who has done them the most good? The North or the South.

Africans, moreover, are like other men, and have faults. These necessarily provoke punishment-and that has often been excessive, no doubt. But what provoked the North to fit out ships to go to Africa and make merchandise of human flesh? Did Africans owe them any thing? Did Africans provoke them by crimes and disobedience, or idleness and injuries ?

The North first made property of them, and owe much of their gains to them. How many hundred did they ever liberate? On the contrary, when a single individual at the South recently liberated sixty, worth as property then at least \$30,000, it was found difficult, nay impossible, to raise \$3,000 in all the North to send them to Africa; and a large proportion of that insignificant sum was contributed from the

Where is the Northern man, old or young, living or dying, that leaves any bequests of any kind to liberate and restore these people, whom their fathers or themselves have plundered and robbed from Africa, to their homes

But what does the North, after themselves having done s much evil and so little good to the African race, require of the South in regard to them? To emancipate them immediately, or sooner.

Have they calculated the cost of such an act? Do they know that there is a personal value in them as property equal to two thousand millions of dollars? and that an additional loss by depreciation, equal to as much more, would be the necessary consequence of their liberation? Moreover, who would or who could live in the midst of them, having as many free blacks as whites, and more in many places?

Would it not be as reasonable for the South to ask the North to set fire to all their property, both real and personal, and to run away by the light of it, as for the North to expect a compliance with their demand for emancipation.

But another cry is raised; there shall be no more slave ter ritory, say the Free-Soilers. Why not? How did you get rid of slavery ' Did you not have the South to send your slaves to ?

Have not all the free States rid themselves of most of their slaves by sending and selling them South? If so, have they any right reason to refuse to let the South have an outlet for

Who is to be benefited, either by immediate emancipation, or by the confinement of slavery within certain limits? We have seen that the masters and owners would be irretrievably ruined. A loss of four thousand million dollars would involve this whole country in bankruptcy, and shock all the principal parts of Europe for years.

Would the slaves be benefited by it? Are they not now admitted to be generally in a better condition, both physical and moral, than the free blacks in the free States? And if those States became free, with numbers so much greater, would not the loss to them be not only equal, but greater too?

Are the slaves to be benefited by a restriction within narrower limits . Is not the condition of the lower classes always worst in thickest populated countries? Are you then contending for benefit to either the whites or the blacks . On the contrary, do not all your measures portend ruin to the whites, and unmixed evil to the blacks?

Are you good men, and wish to do good to your species Reflect on your measures, and their tendencies, and change them from evil to good. There is a great field open for good; go and send men to occupy it for good, both to the white and to the black man. Go teach the black man how to submit to the providence of God, till God's time for his deliverance comes. Go, invoke, persuade, beseech the master to look well to his slaves; to their condition, to their treatm nt by those set over them, to their religious training : assure him that if he will suff r them to be taught to read and to write, you will not place incendiary tracts in their hands, to incite them to insurrection and bloodshed, but that they ean then be better and more thoroughly instructed from that gospel which is able to make them wise unto salvation, which inculcates love and good fellowship, and which inspires all who revere it with a spiri of love and good works.

They will hearken to you, and you will thus he able to exereise all the philanthropy, real or professed, ever felt or feigned by North or South on the question.

I cannot close these remarks without reminding all men, but e-pecially the Clergy, that the Southern people too are entitled to the protection afforded by the observance of the

Ninth Commandment. It has recently occurred that a minister of high reputation,

and generally esteemed for piety, in the ardor of his feelings, and without time for consideration, was said to have denounced an eminent Northern Senator as a Fool!* Some who heard, took note and published what they believed he said. And what is his justification ?- a justification made with time for cool and deliberate consideration and reflection? Why, that he did not call Mr. Webster, but that he did call Mr. Foote a fool! Unworthy, unhappy extenuation-aggravating rather than diminishing the fault. Was not Mr. Foote a man, a Senator, and an American, as well as Mr. Webster? Was he not entitled to the same courtesy? to the same respect and regard ' Let this reverend gentleman remember 5th Matthew, 22 verse: "And let him keep his heart with all diligence; for in vain do we worship God, if we indulge anger or malice in our hearts against any brother." And remember that the abuse of a Southern man, or a Southern Senator, cannot justify or excuse him, any more than of a Northern man or a Northern Senator.

Of having 'acted like a fool 'the expression was .- Ed. J. C. THE OVERLAND EMIGRATION .- A St. Louis letter in the Western Christian Advocate furnishes the following information relative to the prospects of the overland emigration to California during the

coming season: "Two hundred thousand, it is thought, will leave the States this spring for California; fifteen thousand of these, it is said, will be from Missouri alone! Our city, at present, is full of these emigrants, and scarcely a boat comes in port or leaves for the upper country but is loaded with mules, wagons, and men, all soon to be upon the plains. Greater cilities are offered for the long and tedious journey to those whose means or inclination will permit their embracing them, than perhaps ever before. Instead of slugglish oxen, and heavy mud wagons, with from twelve to fifteen miles per day, cushion-seated, handsome spring wagons, with four hardy mules each, travelling twenty-five miles per day, are offered to the emigrant at from \$150 to \$200 for the entire route. Some five or six of these lines of California wagons, called express lines, are forming and nearly complete in our city. They expect to make the entire journey from St. Joseph or Independence in about seventy days. A large number of passengers are going in these express lines."

"Cushion-seated, handsome spring wagons" cross the Rocky Mountains; verily these are the days of progress, and the march of improvement is onward. N. Y. Com. Adv.

" WE ARE SOLD TO THE BRITISH."-The Washington Union puts this alarming announcement in capital letters at the head and the tail of a long and not very intelligible article upon the Nicaragua treaty with the British Government. The Union labors under the disadvantage of having raised so many false alarms that it has to pile on the agony with greater furor at every new endeavor to frighten the Administration in particular, and the people of these United States in general, from their propriety. We rather think the Union will find that General Taylor and his Cabinet have not demanded "fiftyfour" and accepted "forty-nine." [New York Commercial Advertiser.

The South Carolina Block for the National Monu has arrived, and is now to be seen at Monument place. It is a beautiful specimen of the productions of the Palmetto State, being a grey and white veined marble. The name and arms of the State are exceedingly well sculptured upon the face in bas relief. The material and workmanship are highly creditable to the State it is intended to represent in the National Monument.

THE EFFECT.-The New York Courier says: "The imnense emigration to California from the interior and Western States begins to be seriously felt by the merchants of this city. A very large proportion of the money which, under other circumstances, would come to this city to pay for goods to be consumed at the West, now is expended on the Western frontier in purchasing mules, provisions, wagons, &c. for persons on their way to California. The amount of money thus diverted from its ordinary channels can only be roughly computed; but, even such an estimate shows that it must be very large. All accounts concur in stating that at least one hundred thousand persons will leave the Western States for California during the coming season. No one can go without an outfit worth at least \$250, and this gives an aggregate of \$25,000,000 to be expended in this way."

ANOTHER MANNOTH CAVE. - A letter in the Madison (Wisconsin) Argus says-at least so reports a Milwaukee correspondent of a Hartford paper-that another large cave has recently been explored near Madison, by Mr. Howel the State of Tennes Lumley, a member of the late Legislature, and four other ago, the public lands in Tennessee were off red at twelve gentlement. The party were in the cave five days and finally and a half cents per acre, and the State of Tennessee sold gentlemen: The party were in the oave five days, and finally emerged by another opening than that by which they entered. The account, however, is deficient in accuracy of detail respecting the dimensions of the cave, which is spoken of as eing in one part seventy feet high, and as having great mineral wealth, such as immense masses of fine lead and copper ore and much native silver. Crystals are represented having been found in great abundance, with stalac stalagmites of large size. A lake, thirty seven feet deep, was also found, and a considerable waterful. According to the account, the cave is as remarkable for its riches as it is for

LEATHER BUSINESS OF SALEM, MASS .- An authentic table recently made up shows the following facts :

The number of tanneries, curriers' shops, and leather dressers' shops is eighty-five. The men employed in these establishments number 550. The number of vats used for tanning is 4,051. The value of leather tanned and curried the last year is estimated at \$869,047. The number of hides used may be set down at 200,000, which, at a valuation of \$2 a hide, would give \$400,000.

NEW YORK, APRIL 29-2 P. M. FATAL ACCIDENTS. - While workmen were engaged tearing down the old Chemical Bank, in Broadway, the walls fell and buried a half dozen or more persons under the ruins, some of whom were killed.

Near or about the same time this morning, while the walls of the warehouses and stores on Water street, which were burnt last week, were being pulled down, they suddenly and enexpectedly fell, burying some eight or nine persons beneath the ruins, all of whom are believed to have been killed. The names of the unfortunate suffers in either case have not yet been ascertained. They are supposed to have been laborers employed to take down the walls. It is almost miraculous that many more were not killed, as the streets were full of

ANOTHER STEAMBOAT DISASTER.

CLEVELAND, (OHIO,) APRIL 29 .- The steamer Anthony Wayne blew up opposite Vermilion. She had fifty-four passengers, and a crew of thirty, making eighty-four in all. about ferty. The passengers known to be killed are Mathew Falkner, of Sheffield, Mass., and Henry McDonough, Choteau, Michigan. The explosion occurred about one o'clock on Sunday morning. The schooner Elmira took the killed, wounded, and survivors to Sandusky.

ERIE CANAL.—The Syracuse Journal, speaking of the cene at Geddes, the place on the Erie Canal where the nagation was obstructed, says :

"Fifteen hundred boats are lying behind the locks on the three canals, manned by three times that number of hands, and twice the number of horses. The string of boats on the caster section extends to Hull's landing, a distance of nine niles. There are not as many coming from the west.

In the Lancaster county (Pa.) court last week a man named isaac Anderson, of Columbia, was convicted of stealing \$1,200 from Wm. L. Miller. He was sentenced to pay a fine of \$100 and costs of prosecution, restore the property stolen to the owner if not already done, and undergo an im prisonment of three years in the Eastern penitentiary.

FASRIONABLE MOVEMENTS IN THE NORTH .- Mr. and Irs. Blu bird are now at home in their old quarters. Signor Whippoorwill has commenced his evening concerts for Mr. Gooseberry has made his appearance in a new suit of a delicate green. The younger Miss Violet will live long enough—and may you live a thousand years—to see ome out in a very few days. She will make a sensation with her blue eyes and modest demennor. The Lilac family brow open their doors for a grand festival next week. It is rumored that the Tulips, who have replenished their wardobe in a very splendid manner, will attend. The Misses Rose are yet in seclusion, waiting for the warm weather. The Robin troupe are giving matince serenades with much success. The beautiful Miss P. (Pink !) is sail to be preparing for a very gay season. Some sad reports are in circulation in regard to Col. Swallow. He has been detected in stealing. This is the gentleman who originated the famous swallow-tail style of dress-coat. The Honeysuckies, who are notoriously a pushing race, are shready in the fashionable field. It is with deep sorrow that we recer! that the smiable and levely Miss Snowdrop departed this life soon after the st snow-storm .- Boston Transcript.

DONATIONS OF PUBLIC LAND.

IN SENATE, APRIL 30.

The Senate having under consideration the bill granting the right of way and making a donation of land to the State of Illinois in aid of the construction of the Central Railroad, and the debate having proceeded as published yesterday—

Mr. BENTON. The general principle which the bill before the Senate presents is one which has long been under consideration in both Houses of Congress. As far back as twenty odd years ago the principle of the bill was a part of a general proposition, which was then before the Senate, and it was known as the graduation bill. That bill contained three was known as the graduation bill. That bill contained thre features. The first, to reduce the price of those lands which had been some years in market; the next was to make donations had been some years in market; the next was to make donations of lands, in limited quantities, to actual settlers; the thi d and last was, to cede the refuse lands to the States in which they lay for objects of internal improvement. It is the last of these propositions which is somewhat covered by the proposition now before the Senate. From the consideration which I gave propositions which is somewhat covered by the proposition now before the Senate. From the consideration which I gave to that subject at that early day, it appeared to me that it was a beneficial disposition for the United States to make of her refuse lands, to cede them to the States in which they lay. Lands which had been twenty or twenty-five years in the market at the minimum price, and had never found a pur-chaser up to that time, were classed as refuse, and it was deemed that the States, as a local authority, might be able to make some disposition of them which the General Govern-ment, without machinery of land offices, could not. The principle of the bill before the Senate is to take the refuse lands and appropriate them to a great object of internal im-provement, which, although it has its locality in a particular State, produces advantages which, we all know, spread far and wide; for a good road cannot be made any where with out being beneficial to the whole United Stat

only State that has received the full benefit of this principle is the State of Tennessee. I mention it for the conso large a landholder in the State of Tennessee as she was in other young States, but she was to a considerable extent.
And in 1846 we passed a bill through both Houses of Congress, by a very hearty concurrence, ceding to the State of
Tennessee all the lands which the United States held in that The quantity was then computed at three millions of acres. An actual account or enumeration a short time before computed it at about three and a half millions This is very siderable, if you go by the acres, but not very much if you go by the actual value, at ten or a dozen cents per acre; for that was as much as it would bring. But we gave up all that we owned in the State of Tennessee to the State, without limitation as to the object to which she was to apply it. We not only gave her all, but we gave her between eighteen and nineteen thousand dollars, which she had in deposite as pro-ceeds from these lands; so that the bill not only gave lands, but it gave money to Tennessee also.

Mr. BELL. Will the Senator allow me to ask him a ques

tion ' I ask him whether the General Government has not been bound, in all these new States, to investigate the title of the lands ceded to the United States; and whether, in his opinion and from his knowledge of the condition of the State, Pennessee has ever received one-half the expense which it in curred in the investigation of these titles?

Mr. BENTON. Sir. the General Government gave u Tennessee all she had, every speck of it, and about \$18,000 She gave it all up to the State, and if she money upon it the United States cannot help it. If there was some expense in the use of it, the United States cannot help t. She gave up all, and more besides.

And now, sir, as to the bill before the Senate to give som refuse lands to Illinois to aid in the construction of a road. If. besides that, we were to give back all the money that we have ever received from the lands in that State, there would b some parity of reasoning in the two cases. But we do not put it in that way. The application now is for part of the efuse lands for a great national purpose, and I am free to say that I am of opinion that the principle contained in the gradu ation bill ought to be adopted, and that all those refuse lands which have been in market for a great length of time, should e given up to the States in which they lie.

But, Mr. President, with respect to the general propo ition. This application rests upon a principle that the young States are made desolate, in a great degree, by having lanin their midst that pay no taxes, undergo no cultivation, that are held at a price that nobody will pay, and which, in fact in some parts of the country, become jungles for the protection of wild beasts that prey upon the flocks and herds of the farmers. In other instances the United States hold swamp and marshes at prices that nobody will pay, and they hold on these swamps and marshes, garrisoned as they are by pestilence, which the people of the country cannot drain because they are held by the Government of the United States. Sir, you may trave a hundred miles through a country of marshes and uncult vated land, which is not only worthless, but far worse; it be comes a place where missma is genera'ed, and where beasts have their haunts. But this bill proposes to make some beneficial disposition of these lands. Of the general principle of the bill I candidly approve. I believe the General Government will have done well when it gets rid of the administra tor of these lands. I believe it will have done well when it puts them in a condition to be made useful to the human

race, which they are not now.

Mr. TURNEY. I will say one word, sir, in relation to those lands as the agent of the Federal Government. The lands were sold under that provision of the law for a numbe of years, and the proceeds were paid over to the General Government, nothing being retained to remunerate the State for her agency in the matter. In 1846, as most of the lands remaining in Tennessee were of little or no value, the Gene ral Government relinquished to the State the remainder of the lands unsold within the State, possibly some three or three and a half millions of acres. The land was given to the State for a special purpose, and not, as the Senator from Missouri supposes, without limitation. It was for a purpose specified in the act of Congress—for the purpose of building a college at Jackson, in Western Tennessee. The sales of those lands have amounted to some ten or fifteen thousand dollars, all told, which is not enough to build the college. This, sir, is, I believe, the history of the law of 1846, and that is the amount which has been derived from the sales of the ceded lands under that act. I do not mean to say tha these are the only lands that were ever ceded to the State h the General Government. Far from it. A few cession were made that were far more valuable than those ceded by the law of 1846. That law was regarded at the time it was passed, as one that would be very soon forgotten, in conse quence of its very insignificance in value or importance. s a very small matter indeed. Sir, take the whole of the lands that have been ceded to this State, and you will find that the amount is not near as much as has been appropriated

o common schools in other States. Sir, I am opposed to the system of distributing the pro ceeds of the public lands; but it is far more preferable, if the system is to prevail, to that policy which has prevailed for some time past, of appropriating these lands to internal im provements exclusively in the States in which they lie; and I shall go for the proposition of my friend from New Jersey not that I advocate that system of policy, but I select it preference to the other. If these lands are to be squaudered for internal improvements, I think that some of the old States are entitled to a part, and they should not all be given to the new. If it be constitutional to apply them as proposed in this bill, it is constitutional to distribute them amongst the States. If Congress possesses the power to do the one, it possesses the power to do the other. If you can give land lying in the State of Illinois to the State of Illinois, you can give i Among the number lost were twenty-four of her passengers to the State of Tennessee or Kentucky. Surely there and eleven of the crew. The total of killed and missing was can be nothing found in the constitution that can prohibit us from giving to the one State if we can give to the other But I hold that Congress has no such power; and if we are to engage in the system of internal improvements, I desire to see all the States equally benefited; and if it is to become scramble, I appeal in behalf of Tennessee, who is entitled to her proportion. I am opposed to this system of policy, whether it be a railroad bill or a canal bill, or any other sys tem of bills which will apply one of the sources of the revenue of this Government to objects of internal improvements in cer-tain States and not in other States. It is wrong in point of principle. It is unjust, for we should mete out justice to all the States alike. Certainly these lands were originally acquired by the funds in the Treasury which we derived from he pockets of all-paid by the people of the old States as well as the people of the new States—paid for by the people of the States where there are no public lands as well as where there are public lands. No doubt the much larger portion was paid by the people of the States in which there we public lands, for in the new States there were comparatively very few to pay taxes at all. I can see no principle of justice of right, or of policy, in continuing this system of applying the proceeds of those lands, or the lands them-elves, to internal improvements in the States in which they are situated, to the

entire exclusion of all other States.

Mr. DAWSON. Mr. President, (Mr. CLAY temporarily occupying the chair,) I think it very probable that you will many of your views consummated by this body. I think can see the tendency of things now in relation to the policy of the general distribution of the proceeds of the public lands I know that this attack upon the public lands comes from those gentlemen who are constitutionally opposed to the dis tribution of the proceeds of the public lands; but, to disavow that sentiment, and wholly come to a new one, they must o mmence by giving a distributive share to each State one at time. They know that we are all one family, and that one child is never likely to remain content while another is drawing a larger proportion of the patrimony belonging to the whole family.

Now, sir, it will be recollected very well that in the year

1835 the public funds were deposited with the several States, and, like the servants to whom were given the talents-one five, one two, and another one, some improved

which I have the honor, in part, to represent, has to-day in actual operation nearly 800 miles of railroads, equal to that of any of the Southern States, if not to any State in the Union, arising from a proper administration of her propor-tionate share of that deposite by this Government among the States, and her own and individual resources. All the States, and her own and individual resources. All the other States received their shares, but unfortunately some of them managed it badly, and their credit and public works went to decay. But is this any reason, Mr. President, why those who have judiciously managed and economically controlled what they had, should be deprived of their equal participation? Now, sir, look over the State of Georgia. From Augusta to Adanta, and from Augusta, the dividing line between South Carolina and Georgia, to the Tennessee river, running some eight or ten miles into the State of Ten-

done? By individual enterprise, and by the funds of that State, and a judicious appropriation of the proceeds which were divided between all the States. Then turn your eye to Savannah, in the State of Georgia you have 500 and odd miles, nearly 600, of one continuous railroad, from the Atlan-tic to the Valley of the Mississippi, tapping the Tennessee at Chatanooga.

This was all done by our own enterprise. We ask nothing of the Government for it; but when you are going to divid out the patrimony, although we have been exceedingly industrious and economical at home, having made these roads, no merely for our own advantage, but for the comfort of all, we will not object to take our share. My friend from Kentucky has rode over our railroads, and smilingly said, These are the fruits of the distribution of the proceeds of the public lands, according to my wisdom. [Loud laughter, in which Mr. CLAY joined. The honorable Senator from Kentucky was understood to disavow the "wisdom," though he admi sideration of the Senator from Tennessee, who has moved to the "smile."] My friend from Kentucky disavows the wis recommit this bill. The United States, to be sure, was not dom, but admits the smile; and now he wants to go fur the "smile."] My friend from Kentucky disavows the wisther. But what comes next? He says that this grea country should be improved by a system of internal provements. The States are supporting the General Government by indirect taxation, and the public lands were eeded to the United States for the benefit of all the States After the payment of the debts of the Revolution, the States are entitled to the money for the purposes of interna improvement and education. I admit it. just, and, in the language of a friend of mine in Georgia, "Divide fairly; do things honestly; do them justly." But can you do it by the mode that has been proposed in the bill now under consideration? I submit it now to the judg ment of this body, do you believe that I can stand by, as Senator from Georgia, and see three millions of the public lands given to Illinois? There is another bill on your table for an appropriation of the same character, but to what extent I do not know. How far are they to carry this road? hundred miles. Who pays for it? The General Govern-ment. Why, the State of Georgia has constructed her part of this great enterprise upwards of six hundred miles, already completed, and now going by steam from the Atlantic to the valley of the Mississippi, all at our own expense.

I have another view of this subject which I intend to pre sent, and I do not do it with any view of embarrassing this question at all. I voted against the distribution of the procerds of the public lands when in the other branch of Congress, and I would vote against it to-day; but I would say, with my friend from Tennessee, that if you are to divide them, to avoid this injustice, to avoid this inequality, let us divide them fairly and equally. We are a Confederacy of States, all entitled to equal rights and to equal dividend according to the extent of the population. These internal improvements are for the benefit of not only the citizens of the South, but of the citizens of the North. They league us together, make us better acquainted with each other, and cultivate our affections and personal conveniences. do this by intercommunications between the States. We may be asked, what do you want now in Georgia? Have you not got eight hundred miles of railroad? Now what more do you But, sir, we see this, that every year the losses sutained to property by going round the cape of Florida would be sufficient to build a railroad from Mobile to some point within the limits of the State of Georgia, by which that dan-gerous passage round the cape of Florida would be avoid-ed. My friend from Florida will concede that this is so. I have a proposition to make, which I intend to present. When you run through Illniois you touch at Lake Michigan, and take the Sena'or from Michigan, and unite him, not by the Nicholson letter but by a railroad, with the South. You get him into it by a railroad from Lake Michigan down to Cairo, at the mouth of the Ohio river; then through Ken tucky, and then through a portion of Tennessee, and then down to Mobile. That is the whole of the road. And when we get to Mobile, where are we? We are on the Gulf of Mexico, and all communication between Mobile and the Northern cities has to be round that dangerous cape of Florida. Now, to avoid that, my proposition is to give to the State of Georgia, just precisely upon the same terms, upon the same conditions, according to the extent of the line she intends to make from Mobile, a number of acres of land in proportion to the distance; not for the benefit of Georgia, because she is complete in her system, so far as relates

to her own internal facilities, but for the purpose of connecting every section of this country.

If you make this road from Mobile, by way of Columbus, in Georgia, on the Chattahooche, direct through Macon to the Central road across to the Georgia railroad, to some point above the city of Augusta, you have a connexion then by railroad to the Atlantic at Savannah, to the Atlantic at Charleston, and have a direct road to Cairo through Alabama, through Mississipai, through Tennessee, and through Kentucky. What would the road be worth through Illinois, through Tennessee, and through Kentucky, unless you could go down to Mobile? And, after you get to Mobile, of what value will it be if you have not this road to the Atlantic, through Georgia? You will be in precisely the same condition as if you had come down the Mississippi.
There is the river Mississippi, with nothing in it bu here and there snags and sawyers, and now and then a boiler bursting, [laughter:] but it is always an open highway down to New Orleans. It is never dry. When you get to Mobile you are not to stop. Your object is to go on towards the Atlantic, and strike the internal improvements of Georgia; these connecting with South Carolina, and coming over to the old North State, through the Old Dominion, north to Washington. Now, sir, there is the great link which is wanting from Mobile to the Georgia railroad; and all I ask is, that if you are to appropriate public lands to the States of Alabama, Mississippi, and Illinois, to construct their railroad, that you shall appropriate 800,000 acres that Georgia may go on and complete this link which is wanting. We will pledge our-selves to construct the railroad, not within ten years, but within five years. Now, why do you not do it? The reply is, if you tack too many amendments to this bill, Illinois is gone. Now, is there not as much propriety in Illinois losing this ad-vantage as Georgia or Alabama? What gives to Illinois any vantage as Georgia or Alabama? advantage? Now I show you the position that I occupy.

ble about this matter, and only claim it upon princi ple. If Georgia makes this road from Macon, she will not do t from selfish purposes, but in order to complete the road through the State of Alabama down to Mobile, for public and general purposes, and not for the purpose of making dividends for the stockholders alone, but for the Union. When you give or take money belonging to the Union to appropriate it, let it be for public purposes; let it be upon general principles, upon

which we can all stand. I may be replied to in this wise: You are opposed to an appropriation of the proceeds of the public lands for internal mprovements by a State. I am, sir. But when this Congress decides a principle, and says that it shall be the policy of this Government to give the public lands for internal im provements, I yield my constitutional objections, and go with the country upon the principles which have been established, though against my own view. I will not stand still as a representative from Georgia because my opinion is that this is unconstitutional, and say that Georgia shall not take her share. That would be unwise. It would be as unwise as Virginia was in relation to the public deposites She held on, and would not touch them for years, but at last she thought it was very simple, and took the and used it. Now, if there is to be a general distribu tion of the proceeds of the public lands among the various States for the purpose of internal improvement, I will yield : but I prefer a general distribution to a partial one. These sir, are my views.

Mr. HUNTER. I am very sorry to hear my friend from Georgia (Mr. Dawson) modifying his objections to the distribution of the proceeds of the public lands amongst the States, upon so slender a foundation as that upon which he seems to rest. Why, sir, he says that because Cougress i disposed to appropriate the public lands for purposes of internal improvement—a purpose of which he disapproves—that therefore these public lands should be divided among the States. Why, sir, if the majority of Congress are in favor of internal improvements, and these lands are disposed of, do you not suppose that they will use the money? And what would be the effect? We shall have not only the existing expenses for the administration of the Government charged upon the customs, but also we shall have charged upon the whatever the majority choose to appropriate for the purpose of internal improvement. It seems to me that it would be far better to endeavor to check and restrain the system as far as we can. I know that it is beyond our power to put an end to the system, for upon this subject we are in a minority , but stilf, by constant and consistent opposition-opposition upo principle, we can to some extent restrain, or at least modify There are provisions in this bill which we might have opposed, and opposed efficiently. I mean that portion of the bill to which the Senator from Mississippi (Mr. Davis) alluded to day, and to which I also alluded yesterday in the remark or two which I made upon the occasion: that feature in the bill which departs from the old principle of appropriating land along the line of the road, upon the consideration that the Government is to be benefited as the proprietor of the lands.

thers made no use of this liberality. The State I have the honor, in part, to represent, has to-day al operation nearly 800 miles of railroads, equal to any of the Southern States, if not to any State in the Government has the power to appropriate alternate sections for purposes of internal improvement, and, therefore, I have never voted for a bill of this sort; but still I cannot be blind to the fact that there is a difference between the claim of such a power as that which the Government exercises merely as proprietor of the public lands, and the claim of the power to appropriate money for internal improvements generally. I believe, sir, that this bill, as it stands, is obnoxious to all the objections which could be raised to a bill appropria-ting money for purposes of internal improvement, and al-though I think that if this feature were stricken out, the bill would be much improved, I should still vote against it for the reason which I have just given. But I shall not be willing. for the purpose of defeating this or any other bill, to give my sanction, directly or indirectly, to a principle so mis-chievous as that embodied in the bill for the distribution of the proceeds of the public lands among the States.

Permit me to tell the Senator from Georgia (Mr. Daw

son) that he was as infelicitous in selecting his example as in the reasoning he urged in support of his position. sir, when Virginia refused to receive her share of the proceeds of the public lands which were distributed, she announced resolution to which she has adhered ever since. That which she once refused to receive she has never taken since I think, to the best of my recollection, the money still remain as a deposite in her bank. At any rate, she has never received it, or in any manner treated it as hers. But, sir, what had that to do with the subject before us? Whether it was wise or unwise in Virginia to refuse to receive this money-whethe she adhered to her original determination or not—what has all that to do with the policy of distribution, and why drag these subjects into discussion here? We all know that majorities change in each of the States, We all know that the difference in relation to this matter was a party difference in the country—the Democrats opposed it and the Whigs were in favor of the policy. It Virginia, then, had departed from her original resolution under such circumstances, would no this change have argued rather a change of party than an infirmity of purpose 'But to return to the subject. I will unite with the Senator from Georgia in all fair and legitimate means to defeat the bill, because I think it impolitic: I think t worse than that, if the feature to which I have objected is etained; because it seems to me to involve the right of th General Government to appropriate money as well as lands to the purposes of internal improvement. Believing so, will use all fair and legitimate efforts to defeat the bill; but cannot, for the sake of defeating it, give my vote to recognise directly or indirectly, the propriety of distributing the proceeds of the public lands among the States.

Mr. DAYTON. I believe I was understood, in offering

my amendment, to offer it as an amendment to the bill, and the Senator then in the chair said that it was out of order. I intended to offer it as an amendment to these instructions which I believe makes it in order. The amendment was then read as follows:

Provided, further, That, after the appropriation of the lands hereinbefore referred to the States hereinbefore named, the nett proceeds of the sales of the residue of the public lands, from and after the 31st day of December next, shall be divided between the several States of the Union and the Territories between the several States of the Union and the Territories thereof, as they now exist, agreeably to the provisions of an act entitled "An act to appropriate the proceeds of the sales of the public lands, and to grant pre-emption rights," passed September 4, 1841; the provisions of which act, so far as the same can be properly applied in the distribution of the proceeds of said sales, are hereby re-enacted and re-affirmed. Mr. WHITCOMB. Before the question is taken I desire

to state my views in relation to the subject, and to make ar explanation. I have thought from the first that I discovered in the bill under consideration an extension of the princ ple which has heretofore governed Government grants of this kind. It has been said here to-day that the first grant of this kind was made in Indiana. That is very true; but there is a very considerable addition to the principle on which that grant was made in the bill now under consideration. I elieve the present bill is the first, within my recollection, i which a strip of land twelve miles wide, or rather the alter nate sections in a strip of land twelve miles wide, has been given by Congress for the construction of any work. The greatest width heretefore has been ten miles. the last grant to Indians, not only was it restricted to ten miles wide, but for the purpose of making up the quantity in case portions of the land had been already sold within those limits, the State was restricted to a single land district the district in which the greatest part of the road, or a conside rable portion of it, lay. any land district but the district of Vincennes, the unsold lands in which had been in the market for some forty years, after all the best land had been bought up, and the land of fices were almost in a condition to be closed for want of pur chasers. Now, sir, apart from that paramount affection which I feel for my own State, and which I trust every Senator has for his, I know of no State in this Union that, as public officer or as an individual, I would make second in my regard to Illinois. But I did fear, that, going beyond the original principle in the proposed grant, we stimulated the cupidity of States where the principle did not apply, and ha tarded the introduction of a new system. It is said that Indiana has been favored to a great extent by similar grants. admit, sir, that she has been favored, and we are grateful. And I think we should not transcend the principle on which uch grants have generally been based-that of enhan value of the contiguous public lands. To make a direct lar gess to any State without a corresponding advantage to the General Government, involves the distribution principle, and I ear might lead in its consequences to the distribution system. I a lmit the propriety, and, as far as the precedents of Congress for a long time are concerned, the power of granting public lands for the making of roads and improvements in the States, on the principle that the United States is the great land proprietor in the new States, paying no taxes upor them, and that the burdens are consequently so much the greater on the residents in those States. The early emigrants to the new States were comparatively poor; many of them were out their lives in the penury and hardships incident to a frontier life, and others are but just emerging through toil and privation into that state of comfort and affluence enjoyed to a greater or less extent in the older States. Under all these circumstances, there is a marked difference between the claim of the young States on the munificence and assistance of the General Government, and that of their older sis ters. The citizens of the new States are called upon to make and work on the roads, and it is but just and fair that the United States, the greatest land proprietor, should be called upon to aid in the same objects. I was therefore prepared and willing to vote for a reasonable measure, that would make the General Government bear a proportion of this burden, but I was fearful of going too far, and I therefore voted for the amendment yesterday.

Now, what is this bill? It is for the construction of

railroad commencing at the junction of the Illinois and Mi-chigan canal, and terminating near the junction of the Ohio with the Mississippi river. Then there are to be two lateral branches striking off from the northern end, one to the flourishing town of Galena, in the northwest part of the State. and the other to Chicago, in the northeast section. Here, then, are three long roads, and the alternate sections, in strip of twelve miles wide, along the entire route of these three roads, are granted for their construction. Why, sir, it mounts, I think, to above 1,500,000 acres of land. the last grant to Indiana, which has been referred to as a jus tification of the present, was a large grant, to be sure, but numerically, it was but a trifle more than half of the amount. But he land was not nearly as valuable as the lands in Illinois. Illinois is one of the very richest States in the Union. The object of the amendment was to exclude the State from going beyond the strip of twelve miles wide, into other parts of the State for the residue of the lands. I feared the bill granted the power to cull out the best lands in the State. I am glad to ind, however, that my apprehensions on that score were not well founded. I find that the selection, when you go out of the strip, is restricted to "lands contiguous," but contiguous

Mr. DAVIS. The language is "most contiguous." If, herefore, nothing touches or comes in contact, they must go

Mr. WHITCOMB. Now, I feel a strong desire to vote or this bill, but I do not wish to go further than we have peretofore gone. There was this additional reason for making the grant in the case of Indiana. The General Government had made a grant for the continuation of the Wabash and Erie canal, commencing at the mouth of the Maumee river, in the State of Ohio, and extending to near Lafayette, in Indiana. After the canal was finished, it was abundantly ascertained that it was useless as a connecting link of naviga tion between the Ohio river and the Lakes, except for a short peri d during the year, in consequence of the unfitness for navigation of the Wabash river, with which it was connected. It was deemed important to continue the canal down to the Ohio river, where it is navigable, to a greater or less extent, at all seasons of the year. One of the criginal advantages proposed to the General Government in making this grant was the transportation of the property of the United States, and especially of troops and munitions of war, free of charge. The canal weu'd be nearly valueless for this object without a fur her grant. And it was important to make the latter grants in order to make the first one available.

Now, Mr. President, I will not say that I shall not vote for the bill, even as it now is, for I find that my principal objection to it has been removed, but still not to the extent which I had hoped. If the language of the bill can be construed to allow an unrestricted selection of lands throughout the State, then I doubt if so magnificent a donation for such an object has been made since the Government was formed. And then, on motion, the Senate adjourned.

THURSDAY, MAY 2, 1850. The Senate, as in Committee of the Whole, resumed the consideration of the bill granting the right of way, and making truction of the Illinois Central Railroad.

The pending question was on the motion of Mr. Bra: to ecommit the bill-

With instructions so to amend the bill that a proportion of the nett proceeds of the lands given to the State of Illinois and to the States of Alabama and Mississippi shall be secured to the States of Tennessee and Kentucky respectively, equal to the proportion of the entire line of the railroad proposed to be constructed from the southern terminus of the Illinois and Michigan canal to the city of Mobile, which passes through each of the two latter States, to be applied by them to the construction of the sections or divisions of the road within construction of the sections or divisions of the their respective jurisdictions." This Mr. DAYTON had moved to amend as follows:

"Provided further, That, after the appropriation of the lands hereinbefore referred to the States hereinbefore named, the nett proceeds of the sales of the residue of the public lands, from and after the 31st day of December next, shall be divided between the several States of the Union and smail be divided between the several States of the Union and the Territories thereof, as they now exist, agreeably to the provisions of an act entitled 'An act to appropriate the proceeds of the sales of the public lands, and to grant pre-emption rights,' passed September 4, 1841; the provisions of which act, so far as the same can be properly applied in the distribution of the proceeds of said sales, are hereby re-enacted and re-affirmed."

After some debate the question was taken on Mr. DATTON'S mendment to the instructions of Mr. Bell, and decided as fol

lows:
YEAS—Messrs. Badger, Baldwin, Chase, Clarke, Clay, Corwin Dawson, Dayton, Greene, Mangum, Miller, Pearce, Phelps, Seward, Turney, Wales—16.
NAYS—Messrs. Atchison, Bell, Benton, Bradbury, Bright, Butler, Cass, Davis, of Mississippi, Dodge, of Wisconsin, Dodge, of Iowa, Douglas, Downs, Foote, Houston, Hunter, Jones, King, Morton, Rusk, Sebastian, Shields, Smith, Sturgeon, Walker, Whitcomb, Yulee—26.
So the amendment was not agreed to.
The question then recurred on the original amendment offered by the Senator from Tennessee; which was rejected.
Mr. WHITCOMB moved to amend the amendment to the bill as follows:

bill as follows :
Add to end of second section as follows :

"And provided further, That any and all lands reserved to the United States by the act entitled an act to grant a quantity of land to the State of Illinois, for the purpose of aiding in opening a canal to connect the waters of the Illinois river with those of Lake Michigan, approved March 2, 1827, be and they are hereby reserved to the United States from the operations of this act." The emendment was adopted.

There being no further propositions to amend, the bill was eported back to the Senate, and the amendments of the comittee concurred in.

The bill was then ordered to be engrossed for a third readng, and was read a third time accordingly. On the motion that the bill do pass-

Mr. BUTLER called for the yeas and nays, which, being

Mr. BUTLER called for the yeas and nays, which, being ordered, were taken, and resulted as follows: YEAS—Messrs. Atchison, Badger, Bell, Benton, Borland, Bright, Cass, Corwin, Davis, of Mississippi, Dodge, of Wisconsin, Dodge, of Iowa, Douglas, Downs, Foote, Houston, Jones, King, Mangum, Morton, Sebastian, Seward, Shields, Smith, Sturgeon, Underwood, and Walker—26.

NAYS—Messrs. Bradbury, Butler, Chase, Clarke, Dawson, Dayton, Hunter, Miller, Norris, Phelps, Pratt, Turney, Wales, and Yulee—14.

So the bill was passed.

THE SIR JOHN FRANKLIN EXPEDITION.

Mr. MILLER moved to postpone all prior orders and take up the joint resolution from the House authorizing the President of the United States to accept and attach to the navy two vessels offered by Henry Grinnell, Esq., of New York, to be sent to the Arctic seas in search of Sir John Franklin and his

companions.

The motion was agreed to, and the resolution was conidered, as follows:

sidered, as follows:

Resolved by the Senate and House of Representatives of the United States in Congress assembled, That the President be and he is hereby authorized and directed to receive from Henry Grinnell, of the city of New York the two vessels prepared by him for an expedition in search of Sir John Franklin and his companions, and to detail from the navy such commissioned and warrant officers and so many seamen as may be necessary for said expedition, and who may be willing to engage therein. The said officers and men shall be furnished with suitable rations, at the direction of the President, for a period not exceeding three years, and shall have the use of ich necessary instruments as are now on hand and can be spared from the navy, to be accounted for or returned by the officers who shall receive the same.

Resolved further, That the said vessels, officers, and men

shall be in all respects under the laws and regulations of the navy of the United States until their return, when the said vessels shall be delivered to the said Henry Grinnell: Provided, That the United States shall not be liable to any claim for compensation in case of the loss, damage, or deter-rioration of the said vessels, or either of them, from any cause or in any manner whatever, nor be liable to any demand for he use or risk of the said vessels, or either of th

After some debate the question was taken on the resolu After some debate the question was taken on the resolution and decided as follows:

YEAS—Messrs. Badger, Baldwin, Bell, Benton, Bradbury, Butler, Chase, Clay, Cooper, Corwin, Dawson, Dayton, Dodge, of Iowa, Dodge, of Wisconsin, Greene, Houston, Mangum, Miller, Morton, Pearce, Phelps, Pratt, Seward, Shields, Sturgeon, Wales, Whitcomb, Yulee—28.

NAYS—Messrs. Atchison, Borland, Bright, Cass, Davis, of Mississippi, Douglas, Downs, Felch, Foote, Hunter, Jones, King, Norris, Rusk, Sebastian, Turney—16.

So the joint resolution was passed.

The Senate, after spending some time in executive session.

The Senate, after spending some time in executive session,

HOUSE OF REPRESENTATIVES.

THURSDAY, MAY 2, 1850. Mr. STANTON, of Tennessee, from the Committee on Naval Affairs, submitted the following report and joint resotion concerning the American prime meridian :

The Committee on Naval Affairs, to which were referred sundry memorials protesting against the establishment of an American prime meridian in the preparation of the American Nautical Almanac, respectfully report:

That in the investigation of this subject they have had the benefit of the views of many of the most eminent scientific benefit of the views of many of the most eminent scientific men of the country, given in their correspondence with Lieut. Chas. H. Davis, the superintendent of the American Nautical Almanac, and furnished to the committee by the Secretary of the Navy. There is great conflict of sentiment among these distinguished gentlemen; but it is believed that two positions are so well established as to admit of no dispute. These are: first, that in the present condition of navigation some inconvenience would be experienced by abandoning the Greenwich and adopting the American prime meridian; and, second, that the establishment of the latter is indispensable to the accuracy and perfection of all astronomical and geographical operations upon this continent. The committee are of opinion that the inconventage to navigators resulting from a change of meriinconvenience to navigators resulting from a change of meri-dian has been greatly overrated; and it it were necessary to determine whether this difficulty is of sufficient weight to determine whether this difficulty is of sufficient weight to counterbalance the advantages of the change to astronomy and geography, the committee would have no hesitation in deciding in favor of the American meridian. But it is believed that all controversy may be avoided and all parties satisfied by adopting the American meridian for astronomical and geographical purposes, and calculating that portion of the Nautical Almanac, designed for the exclusive use of navigators, for the meridian of Greenwich. This policy is not entirely new. In a letter of date the 2d October, 1849, from Prof. Enke to the editor of the "Astronomisch Nuchrichten," No. 695, that distinguished astronomer says:

distinguished astronomer says : "With the annual publication of the Berlin Astronomical Register for 1852, which is already prepared, this journal changes back to its earlier form; the nautical data are omitted, and it passes over again into my hands. The difficulty to be set aside, viz. that the Berlin meridian, which I must re-

be set aside, viz. that the Berlin meridian, which I must retain in the register, does not correspond with the meridian of the sea charts, prevents mainly its use with seafaring men, so that, with justice, the ministry, who direct the business, hold a further connexion of the two parts, the nautical and the astronomical, as injudicious."

In accordance with this example, which, so far as relates to the establishment of a national meridian for astronomical purposes, is believed to be the policy of every enlightened nation on the globe, the committee present a joint resolution effecting the same result, and they respectfully recommend its pasage by the House. It is not, however, intended by this measure to signify any thing beyond a deference to the present convenience and wishes of our mercantile marine, rendered appropriate perhaps by the fact that the meridian of Greenwich is at this time more generally used than any other. It is not impossible that a speedy change in the channels adopted by the commerce of the Pacific, and indeed in the commercial empire of the world, may hereafter demand, even for the navigator, a more central and convenient meridian. But this will be more properly a subject for future investigation.

will be more properly a subject for future investigation.

The committee have not deemed it necessary to do more than give this brief statement of their conclusions, inasmuch as the subject has been so fully discussed in the interesting correspondence above mentioned, to which they refer, and which they beg leave to append as a part of this report.

A joint resolution concerning the American prime meridian. Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter the meridian of the Observatory at Washington shall be adopted and used as the American meridian for all astronomical and geographical purposes, and that such part of the com-putations of the Nautical Almanae as may be designed for the exclusive use of navigators, shall be adapted to the meridian

The resolution having been twice read, Mr. STANTON asked that it be put on its passage.

A debate ensued between Messrs. STANTON, of Ten-

nessee, and McLANE, of Maryland.

Mr. McLANE then moved that the joint resolution be comnitted to a Committee of the Whole on the state of the Union,

and the bill and report ordered to be printed.

The question was then on the motion of Mr. McLANE to commit and print the joint resolution, and it was agreed to.

NEW BOOKS.—Conquest of Canada, by Warburton, in 2 volumes
Antonina, or the Fall of Rome, a romance of the fifth cen-Antonina, or the Fall of Rome, a romance of the fifth een-tury, by W. Wilkie Collins.

An Eastern Offering, by Frederika Bremer.

The Daltons, or Three Roads in Life, by Charles Lever, No. 1. Just published.

The New Downing Street, being No. 4 of Car'yle's Latter-

day Pamphlets. FRANCK TAYLOR.